

Dispatcher Reports Detail Estimates of Procurement Lead Time for DoD Equipment Part Supply Contracts

GAO has reviewed DoD processes designed to estimate procurement lead times for fleet equipment parts inventory, concluding that major process deficits exist in this critical area impacting all aspects of operational readiness & fiscal discipline. Specifically, errors in procurement lead time estimates are due to problems such as miscoding connections between late deliveries & future delivery times, deficits in lead time records & input errors, estimates not reflective of improvements made in actual lead times & use of standard default processes instead of new work order schedule info that may have been obtainable.

Situational fleet equipment parts inventory dispatch at DoD must change to meet new requirements of supply route contract quote processes covering the planning of all fleet equipment parts evaluation of logistics activities involved in procurement lead time estimates. Importantly, condition & performance-based logistics also includes coordination, collaboration & seamless integration with installations in determining supply route contract specifications.

Logistics activities involved in the planning & implementation of procurement lead time strategies to control supply contracts must be designed to promote effective bi-directional flow of fleet equipment parts inventory deployment & related work order schedule info in reporting supply parameters between the point of procurement quotes & the point of operational readiness to meet the requirements of installations in planning for surge contingency scenarios. New DoD initiatives will reduce lead times by allowing for streamlined & simplified procurement of items on contracts-- 1) allows DoD to get increased work order schedule info receipt from suppliers, (2) enables DoD to leverage influence in interactions w/ suppliers & 3) empowers DoD to strategically target key items to ensure their availability from suppliers.

The ability of work order schedules tasked by dispatchers to meet operational requirements—system adaptability— will impact fleet equipment parts type & size availability. The procurement lead time estimates of supply route contract quotes involves the time between when new fleet equipment parts types & sizes are tasked and when the cache is received & available at the installation for deployment. Administrative lead time is the time interval from the initiation of a procurement action to the contract quote, while capacity process lead time is the interval from the contract quote to delivery of the items.

Availability of different types & sizes of fleet equipment parts to installations at the right time must be determined by supply route contract quote assessment of the temporal factor by which procurement lead times can be calculated within the entire DoD enterprise--from deployment to use by installations, between specific levels of the logistics system for lead time generation from when the determination of fleet equipment parts type & size deployment is made with the installation until the cache arrives for operational use to meet the requirements of surge contingency scenarios.

When dispatchers evaluate how well work order schedule systems meet the requirements of changing surge contingency scenarios, the logistics system condition & performance-based metrics & measures estimate the lead time and try to reduce it. It is especially important to include all the time up to when the fleet component types & sizes are available for deployment.

If fleet equipment inventory has been received by the installation, but not inspected, recorded & deployed, the work order schedule is not ready to be issued & is not available to be used, since the correct fleet equipment parts types & sizes must be available to installations for estimating procurement lead times when connections are made between supply route contract specifications when requested or required.

Fleet equipment parts procurement lead time estimation processes serve an integrating function, which tunes & coordinates all supply route contract activities. In other words, dispatchers consider performance & condition-based logistics as the operational components of quantification, procurement & equipment parts inventory deployment, as well as work order schedule info collection & reporting requiring collaboration of installation dispatch levels & functions, focusing most on specific work order schedule tasks within particular programmes or systems.

The goal of developing a situational logistics system for dispatchers is much larger than simply making sure fleet equipment parts inventory is deployed where it needs to go. Ultimately, the goal of every supply route contract is to ensure security, which exists when each installation is able to utilise quality condition & performance based metrics & measures required to meet the fiscal pressures of installations.

Connecting procurement lead times & operational readiness results in the administration of properly functioning supply route contracts-- critical components of ensuring operational security. These processes not only help w/ the providence of security, but also determines the success or failure of any supply route contract work order schedule request for fleet equipment parts deployment.

DoD decision-makers must increasingly direct attention to improving dispatch procurement lead time estimation services, which bring important, quantifiable benefits. Well-functioning fleet equipment part supply route contracts become important in several respects: 1) Increasing work order schedule programme impact, 2) Enhancing quality of deployments & 3) Improving cost effectiveness leading to increased operational readiness.

When DoD cannot obtain items like landing gear, helicopter blades & aircraft access doors in accordance w/ expectations, immediate & serious effects on operational readiness occur. Reduced workloads during time periods when fewer work order schedules need to be processed are affected due to the absence of DoD efforts underway to enter technical specification requirements for these items during critical operational periods.

Dispatchers have noticed that dispatch reports detailing procurement lead time estimation involves complex interactions between supply route contract quotes, due to the repetitive nature of the various elements involved in the process. Each activity—1) providing supply route service to installations, 2) Fleet equipment parts type & size selection, 3) quantification & procurement & 4) situational inventory deployment, depends on and is affected by the entire range of condition & performance-based operations.

Fleet equipment spare parts type & size selection is chiefly based on serving operational readiness requirements of installations. What would happen if, for an operational surge contingency scenario requirement, dispatchers select fleet equipment part types & sizes not authorised or registered for use in the deployment programme? Dispatchers would be required to reevaluate the decision & place new work order schedules requesting estimates of procurement lead times for supply route contracts to meet the requirements of the operation.

Work order schedule dispatch would, in turn, affect supply route contract quotes between installations, another activity represented in fleet equipment parts logistics. The activities in the centre of the logistics space represent the dispatch support functions that inform & impact the other logistics elements involving all the services in the procurement lead time estimation programme, including: 1) major operational activities within the logistics space, 2) quality monitoring of supply route contract quotes & 3) deployment system policies & adaptability to changes in operational requirements.

Allocation & situational logistics assessments of fiscal pressures directly affect all parts of the logistics space, including the quantities of fleet equipment parts types & sizes procured during supply route contract quote determination utilised by installations, as well as available supplier capacity for meeting the operational requirements of surge contingency scenarios & number of dispatchers tasked with estimating procurement lead times for fleet equipment parts under design review.

Adaptability of condition & performance-based supply route contract quotes is a characteristic of all successful procurement lead time estimate generation systems, which must be designed to be flexible & shape responses to constantly changing operational requirements, such as changes in demand for different fleet equipment parts types & sizes, or changes in fiscal policies for logistics activities. DoD does not give clear guidance on when to decide if continuing late contract deliveries should be considered representative & adjustments made to particular affected items would not prevent similar situations from occurring in the future.

Mobilising resources & securing fiscal line items for fleet equipment parts inventory deployment & logistics activities involved in determining condition & performance-based metrics & measures is an essential element in ensuring that all equipment parts types & sizes are available for missions, with accurate estimates of procurement lead times that promote effective operations of logistics systems. Periodic evaluation of the procurement lead time estimates for deployment pipeline activity quality assist in demonstrating how well the logistics system is performing, areas that can be improved, as well as system impact on supply route contract specifications.

To determine the resources needed to scale up to the requirements of surge contingency scenarios, dispatchers first need to assess what expected costs are uncovered by estimates of procurement route lead times at different levels of the logistics system. When determining supply route contract quotes, dispatchers should consider the costs of maintaining supplier capacity, fleet equipment parts deployment, as well as the cost of the operation itself; determining what share of these costs each installation will request for mission requirements that cannot be compromised.

Quality monitoring of the procurement lead time estimates appears between each activity in the logistics space & refers not only to the quality of fleet equipment parts type & size consideration, but also to the quality of work order schedules performed to meet the requirements of surge contingency scenarios.

Perhaps the most important place that quality monitoring appears in the logistics space is between fleet equipment parts type & size selection & the quantification of supply route contract quotes between installations connecting in the logistics space. Quality monitoring at the time of quote receipt plays an important role in quantifying & procuring the right fleet equipment parts based on appropriate selection & use during surge contingency scenario operations.

Dispatchers cannot redesign the work order schedule system every time new fleet equipment part types & sizes are introduced, or when the requirements of surge contingency scenarios increase. In one sense, adaptability of condition & performance-based metrics speaks to the ability of procurement lead time estimation processes to successfully obtain the resources necessary to address changes in operational requirements.

Key to situations where demand for fleet equipment parts inventory deployment increases, procurement lead time estimates need to be flexible enough to respond to increases in the quantities & ratios of different types & sizes of fleet equipment parts that will move through the logistics system. This may mean increasing the frequency of installation investments in supply route contract quotes to avoid work order schedule deficits when the operational requirements of surge contingency scenarios increase. What essential logistics line items do procurement lead time summary reports contain for several types of work order schedule items? 1) Fleet equipment parts type & size availability, & 2) Equipment consumption routing patterns for surge contingency scenario operations by installation.

The most common formats for procurement lead time estimate report generation include simple supplier capacity reports, aggregate supplier capacity reports & combined report & request forms. Summary reports move up the installation pipeline to the central level. Depending on where reports are aggregated, reports may move all the way to the central level or may be kept at the installation level at which they were aggregated. Summary reports that are also tied to supply route contract quote requisitions may bypass reporting to intermediate installation levels and report directly to higher levels, usually from where fleet equipment parts types & sizes are deployed. This has the effect of shortening procurement lead times for reporting.

Adjustments to supply route contract quotes may also be reported, if useful for decision-making, but reported separately. Reporting work order schedule quotes may be staggered, for example, in a staggered reporting system, half the installations would report for one procurement lead time frequency & the other half would report the next evaluation period. This has the advantage of decreasing the reporting burden for dispatch work. Staggering reporting, however, has implications in terms of supplier capacity aggregation, dispatch control work order schedules & fleet equipment parts inventory deployment.

Procurement lead time estimate summary reports are used to move all essential logistics line items for fleet equipment parts type & size availability at specific time periods determined by the supply route contract quote system between installations. If procurement lead time estimates are to be collected, dispatchers are required to know what work order schedule info to collect and how frequently to collect it, and consider what work order schedule info must be on hand to answer supplier capacity inquiry requests & make informed decisions: 1) How long will current fleet equipment parts inventory types & sizes last? 2) Is there a requirement to deploy from higher to lower levels of the procurement pipeline? 3) At what installations is demand highest & are more resources required? 4) Is there a requirement to adjust the pipeline to account for bottlenecks that could occur if DoD has to search for required documents & work order schedule info, potentially delaying the procurement of items in supply route contract quote determination processes?

Installations may report several components of fleet Equipment parts inventory contract quote control systems; Dispatchers report answers to following questions in submitting procurement lead time estimate reports: 1) How much fleet equipment parts inventory do installations keep in house? 2) How often do installations participate in supply route contract quote determination? 3) What is the lowest quantity of fleet equipment parts inventory installations want to have before the next supply route contract quote frequency period? 4) How much supplier capacity do installations have access to at any one time and does this change over time? 5) Is the installation regularly tasked with meeting demands of surge contingency scenarios & 6) Do installations have any fiscal or other constraints when participating in supply route contract quote determinations, such as limited types & sizes of fleet equipment parts inventory to deploy?

In some cases, other dispatch levels may still need to see the summary report for supervision, pipeline monitoring & fiscal purposes. In addition, procurement lead time reporting can be shortened significantly if reports are made to achieve automatic & electronic transmission to decrease the possibility of a report being lost during transit or before the next assessment period. In some cases, however, contract operations operate at full capacity & placing work order schedule requirements more quickly may not necessarily result in faster deployment of equipment parts inventory to installations where the cache is required.

Progress made by DoD in reducing lead times is varied b/c utilisation of different combinations of new & continued initiatives/actions is not consistent. Initiatives/actions generally fall into three specific areas of focus: 1) Streamlining internal administrative work order schedule processes, 2) Improving oversight of supply route patterns & 3) Maintaining frequent dialogue with suppliers in order to adequately address capacity constraints.

Without actions by DoD to review & revise techniques/inputs in use to calculate lead time estimates that could lead to outcomes more precisely reflective of actual experiences, DoD will continue to obligate funds earlier/later than necessary resulting in misdirected delivery of items. Supervising the dispatchers who work within procurement lead time estimate generation systems will assist in keeping operations running smoothly & assists the anticipation of changing requirements in the field required for successful missions. Routine, effective supervision, coupled with on-the-job training in logistics, helps to both prevent & resolve resource constraints realised during fleet equipment parts deployments that run into problems.